Appendix G
Advanced Multi-Service Pilot Training at NAS Whiting Field, FL
using TH-57B/C devices.

1.0 GENERAL.

1.1 Training Site. Appendix G specifies the requirements for the TH-57 Weapon System training at NAS Whiting Field, FL. TH-57 Weapon System training will be provided to U.S. military personnel, foreign military personnel, government personnel, and Instructor Pilots as required.

1.2 Training devices to be utilized for instruction are:

1.2.1 Device 2B42A Flight Instrument Trainer (FIT) - Device 2B42A provides flight crew training for the two-man crew of the TH-57C helicopter. The Trainer is designed to provide crew training to support and maintain pilot and copilot proficiency and operational readiness capabilities. The operational flight training objectives include training in cockpit familiarization, preflight, startups, takeoffs, navigation instrument flights, landing, shutdowns, and post flight procedures under normal and emergency conditions. The trainer can be operated in either the free-flight mode or the demonstration mode. The trainer consists of a trainee station, Instructor/Operator Station (IOS), a computer area, and a hydraulic power supply area. The student and IOSs are located on a six Degree of Freedom (DOF) motion platform.

1.2.2 Device 2A35 Flight Controls System Trainer - The TH-57B Flight Controls System Trainer, Device 2A35, is a training device used to familiarize helicopter pilot trainees with correlations of the rotors, transmission, flight controls, hydraulic power, and pilot inputs of the TH-57 helicopters.

1.2.3 Device 2C67 Cockpit Procedures Trainer (CPT) - The 2C67 TH-57B CPT provides training for undergraduate pilot and Instructors Under Training (IUT) in cockpit familiarization, ground operations and both normal and emergency operating procedures. The CPT consists of a trainee station, an instructor station, and a computer system.

1.2.4 Device Table.

Device Number	Device Type	# of Devices	Standard Mission Length	Brief/Debrief Times (hrs)	Instructor to student ratio
2B42A	FIT	6	1.3	0.5/0.5	1/1
2A35	Demo	1	N/A	Classroom use	As required
2C67	CPT	3	1.3	0.5/0.5	1/1

1.3 Systems Course Mediated Interactive Lecture Classrooms.

1.3.1 Typical Classroom Instructional Objectives. The objective of the classroom ground training is to provide the student with sufficient training to enable performance in flight and emergency procedures that are taught/conducted in the follow-on stages of simulator flight training.

1.4 Types of Classrooms. There are two (2) types of classrooms located at TRAWING 5. They include the following:, Mediated Interactive Lecture (MIL) classrooms and Learning Resource Centers (LRCs).

1.4.1 Mediated Interactive Lecture (MIL). A MIL classroom contains a podium, instructor station connected to an overhead projector it is also referred to as an Electronic Classroom (EC). This room does not have computers at the student stations and is used for mediated interactive lectures or lectures without electronic interface. TRAWING 5's MIL classrooms are available for student to use as quiet study areas when they are not otherwise in use.

1.4.2 Learning Resource Centers (LRCs). LRCs are classrooms containing individual student stations where TRAWING 5 students and instructor personnel can access curriculum Computer Aided Instruction (CAI) lessons. These lessons are Interactive Courseware (ICW) and are presented directly to the student. Instructor supervision within the LRC includes provision of answers to student's technical questions concerning their assigned lessons and assisting the students when technical problems arise within the student management system that launches the courseware and tracks their progress.

NOTE: All classroom computers and LRC computers are connected to and are part of the automated student management system known as Training Integration Management System (TIMS). Contractor Instructor Services (CIS) personnel functioning as classroom instructors and LRC monitors must be knowledgeable in the functionality of this system. They must also be able to solve minor issues or direct the student(s) to the appropriate individual to resolve problems he or she may encounter.

Bldg #	Room #	Student Stations	Equipment & Capability	Availability
2946	13/15	52	TIMS	0600-2200 M-F & 1400-1900 Sunday (CI manning 0600–1700 M-F only)

1.4.3 Typical Classroom Instruction. The student roster, CNATRA form 1500/45 shall also be used to document the course completion record. The instructor shall use the Government approved lesson plan and Instructor Guide to teach the course. Each instructor qualified to instruct this course shall have his/her own Instructor Guide. The Instructor Guide may be personalized as desired by making notes in the instructor activity column. The instructor shall conclude the lesson(s) with a check for understanding. At the end of each day's instruction, the instructor shall answer students' questions to clarify any portion of the instruction that is not clear to the students. The instructor shall also ensure student critique sheets or on-line critiques are completed and forwarded to the CNATRA Detachment (DET). Instructor(s) shall use the Training Integrated Management System (TIMS) to ensure that students are properly entered in the system and that all lessons are recorded properly, including the duration of the event.

1.4.4 Curriculum. The following CNATRA instructions are required for TH-57 training at NAS Whiting Field:

a. 1542.91 Series Advanced Helicopter Instructor Under Training Multi-Service Pilot Training System
b. 1542.156 Series Advanced Helicopter Multi-Service Pilot Training System Curriculum
c. 1542.53 Series Aerospace Medicine Specialist Indoctrination Curriculum
d. 1542.41 Helicopter Transition MPTS Curriculum
e. 1542.161 Intermediate Tilt-rotor Helicopter MPTS Curriculum

1.5 CIS Schedule/Primary Responsibility Parameters.

Note: For the Whiting Field site, one stepladder (a single task under a single CLIN) will be used for the two curricula described in Appendices F (Primary) and G (Advanced). This shared HPW "pool" supports the flexibility required for efficient pilot training throughput. Using the 2360 HPW stepladder (HPW Table below showing 1430/930 HPW splits between curricula), the sharing will work as described, treated on a weekly basis only and using whole hours only (round up):

a. Case 1, maximum Primary HPW: Primary curriculum (App. F) can schedule its HPW split of 1430 hours plus can add – for the week – up to 20% of the other curricula (from Advanced (App. G) 930x20%=186 hours) for a maximum of (1430+186=) 1616 hours for that week, leaving Advanced at (930-186=) 744. These adjusted HPW splits (1616/744) are treated as the authorized HPW for that week on the two appendices (scheduled work) and daily maximum scheduling rules apply.

b. Case 2, minimum Primary HPW: 1430 minus – for the week – up to 5% of the other curricula (930x5%=47 hours) for a minimum HPW split of 1383, leaving Advanced at 977.

These 2 cases define the boundaries: For the 2360 HPW stepladder, Primary (App. F) can have any weekly HPW between 1383 and 1616 and Advanced (App. G) between 744 and 977. The weekly sum must add to 2360.

Premium Time offset – Weekly Premium Time (PT) computations shall be made against the non-adjusted split HPW, e.g. max Primary (App. F) use of PT would be 1430 HPW x 20% = 286 PT hours. Any adjusted increase (as above) to the HPW split will count against the PT request the government may make for that week, i.e. if the government schedules as case 1, above, the 186 hours added to Primary (App. F) are subtracted from the allowable 20% PT for that week. 286 possible PT hours – 186 added hours from the "pool" = 100 PT hours allowed that week. The case 1 split PT for Advanced (App. G) would be unaffected (186 PT hours), but the government, at this time, can conceive of no scenario where it would shift weekly HPW out of a curriculum but then add PT. As always, the contractor can agree to provide PT at levels above what is required, if able.

Hourly Stepladder per Week*	HPW Splits	Min/Max HPW	Device Availability	Window of CI Operations **
2540	Primary: 1610 Advanced: 930	Primary: 1563/1796 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2500	Primary: 1570 Advanced: 930	Primary: 1523/1756 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2420	Primary: 1570 Advanced: 850	Primary: 1527/1740 Advanced: 680/893	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2360	Primary: 1430 Advanced: 930	Primary: 1383/1616 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2280	Primary: 1430 Advanced: 850	Primary: 1387/1600 Advanced: 680/893	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2240	Primary: 1310 Advanced: 930	Primary: 1263/1496 Advanced: 744/977	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2200	Primary: 1430 Advanced: 770	Primary: 1391/1584 Advanced: 616/809	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)
2160	Primary: 1310 Advanced: 850	Primary: 1267/1480 Advanced: 680/893	0630-1830 M-F (12 hrs)	0600-1900 M-F (13 hrs)

* Hours of instruction per day will be an even distribution of weekly hours above to a five-day work week within the HPW split (either non-adjusted or adjusted), with up to 10% variation required. For example, if 500 is the instructional hours per week contracted for in the Primary/Intermediate (Appendix H) curriculum, the average hours per day would be 100. Given the maximum amount of variation allowed, the contractor may be required to instruct up to 110 hours on a given day in that curriculum (with anything over 110 being premium time). Also, a total of 500 hours cannot be exceeded for the week without use of premium time. In the event additional instruction hours are needed in excess of the exercised stepladder, the Government will utilize premium time.

** Window of CI Operations may be adjusted per Addendum B, paragraph 5.4. The Window of CI Operations may change during the course of the task order.

1.6 Government provided contractor administration spaces.

BLDG 3005
CIS Scheduling Office/Site Manager’s Office Room 110
CIS Instructor Lounge Room 203

2.0 CONTRACT INSTRUCTOR QUALIFICATIONS AND CERTIFICATIONS.

2.1 Qualifications. T-H57 Contract Instructor (CI) Qualifications:

a. Must be, or have been, a Naval Air Training and Operating Procedures Standardization (NATOPS) qualified helicopter pilot or have been a TH-57 simulator instructor within the preceding five (5) years.

b. A CI shall have a minimum of one (1) deployed fleet tour, eight hundred (800) flying hours in any helicopter, and a bachelor’s degree.

c. The contractor may request waivers from the Government regarding any of the above qualifications for an individual on a case by case basis. The COR through coordination with the GTO will decide whether to approve or disapprove such a request.

2.2 Certifications. A CIP must successfully complete the TH-57 NATOPS open book, closed book, and boldface exams. A CIP must understand the TH-57 mission, crew procedures, tactics, curriculum change forms, and all Navy generated training publications.

3.0 TRAINING.

3.1 Initial Training. The Government will provide the following training as necessary and applicable: Training may be provided in the following areas:

a. Standard Operating Procedures (SOPs)
b. Course Rules
c. NATOPS
d. Aircraft Systems
e. Syllabus Standardization
f. Grading Criteria
g. Basic Simulator Operating Procedures (SOPs)
h. Flight Instructor Training Course (FITC)
i. Night Vision Devices (NVDs).

3.2 Annual Training requirements/Standardization Checks. The contractor is responsible for maintaining currency of qualifications in accordance with (IAW) paragraph 4.6 of Addendum B (PWS).

4.0 CI REQUIREMENTS.

4.1 Instruct all simulator events listed in the Master Curriculum Guide (MCG). The contractor shall be responsible for teaching all simulator-events stated in each Curriculum Guide listed above (Para 1.5.4).

4.2 Instruct classroom events broken out by MCG. Per the Master Curriculum Guides listed in para 1.5.4 above, the Contractor shall be responsible for conducting the classroom events listed in the following table:

1542.156C	G0301	AVIATION SAFETY	MIL	1 per week
1542.156C	C0105	SYS 'B' ALLISON 250 TURBOSHAFT ENG	MIL	1 per week
1542.156C	C0107	SYS 'B' ROTOR, HYDRAULIC & 'B' ELEC SYS 2	MIL	1 per week
1542.156C	C0206	ATMOSPHERICS/OVERVIEW	MIL	1 per week
1542.156C	C0207	AERODYNAMIC THEORIES	MIL	1 per week
1542.156C	C0208	ROTOR SYSTEM DYNAMICS	MIL	1 per week
1542.156C	C0209	ROTOR SYSTEM DESIGN	MIL	1 per week
1542.156C	C0210	TAIL ROTOR DESIGN AND PERFORMANCE	MIL	1 per week
1542.156C	C0211	STABILITY AND CONTROL	MIL	1 per week
1542.156C	C0212	POWER & PERFORMANCE	MIL	1 per week
1542.156C	C0213	HOVERING FLIGHT	MIL	1 per week
1542.156C	C0214	FORWARD AND CLIMBING FLIGHT	MIL	1 per week
1542.156C	C0215	DESCENDING FLIGHT AND AUTOROTATIONS	MIL	1 per week
1542.156C	C0216	HAZARDS	MIL	1 per week
1542.156C	C0217	AERODYNAMICS REVIEW	MIL	1 per week
1542.156C	C0218	SPECIAL MISSION CONSIDERATIONS-1	MIL	1 per week
1542.156C	C0219	SPECIAL MISSION CONSIDERATIONS-2	MIL	1 per week
1542.156C	C0301	PREFLIGHT AND COCKPIT PROCEDURES 'B'	MIL	1 per week

1542.156C	C0703	TH-57C ELECTRICAL, MINISTAB, AVIONICS SYSTEMS	MIL	1 per week
1542.156C	I0201	CREW RESOURCE MANAGEMENT - INSTRUMENT	MIL	1 per week
1542.156C	I0408	RADIO INSTRUMENT FLIGHT PROCEDURES	MIL	1 per week
1542.156C	I0301	INSTRUMENT FLIGHT RULES	MIL	1 per week
1542.156C	I0303	HELO MET REVIEW	MIL	1 per week

Also, Contract instructors may be assigned to instruct additional courses as identified by the Wing GTO, approved by CNATRA N7 and accepted by the contractor.

4.3 Provide Instructor(s) for the LRC, as required, during the normal operating hours listed in paragraph 1.5.2. It is the contractor's responsibility to be available to answer questions and to assist the students should they have problems with the content of the ICW, the functionality of the lessons, or the student management system. All curriculums are supported in the same LRC.

4.4 Student Training Material. The CI is responsible for ensuring that the content of instruction he provides is appropriate to all current and implemented instructional materials and CNATRA Instructions/Notices. All instructional material is distributed from the book issue room. The Wing STAN division normally will be tasked with making sure the contractor has received the latest training materials prior to their implementation.

4.5 CIS Platform Specific Primary Responsibilities. Refer to Addendum B, paragraph 4.1.1.

4.6 CIS Platform Specific Additional Support Responsibilities. All of Addendum B paragraph 4.1.3 applies.

4.7 CIS Platform Specific Collateral Responsibilities. Refer to Addendum B, paragraph 4.1.4.

4.8 CIS Scheduling – Technical/Training Data. Ground School lectures are scheduled by the Wing Ground Training Officer or authorized representative and sent to the contractor's scheduling desk. Simulators are scheduled by the squadron Schedules Officer and sent to the contractor's scheduling desk. Normal weekday (M-F) simulators are scheduled the day prior to the event. Weekend simulators are scheduled two days prior to the event.

5.0 Scheduling Authority. The Squadrons' or Instructor Training Unit's designated officer(s) who is appointed by the Squadrons' Commanding Officer/OIC and has the authority to develop and approve their squadron's proposed schedule (simulator/flights).

6.0 CIS Scheduler. The contractor appointed person who has the authority to assign contractor personnel to government scheduled events as submitted by the Squadron's Commanding Officer or designated scheduling authority.

7.0 Scheduling Process. The Contractor is required to deliver the final simulator schedule back to the Scheduling Authorities and Academic Training NLT 1500 on the working day prior for Monday through Friday and by 1500 on Thursdays for Saturday simulators, if conducted. In order to accomplish

that, the following general timelines are established with specific guidance to the Scheduling Authorities provided by appropriate TRAWING Instructions.

7.1 Daily Scheduling Process. The government Scheduling Authorities will establish their schedule requirements relative to simulator training times and deliver the requirements via TIMS to the contractor by 1100 the day prior to utilization. Between 1100 and 1200 the contractor will review the requirements and if necessary, coordinate with the Scheduling Authorities to determine if any requirements can be shifted to provide maximum utilization of instructors and/or devices. Events will not be changed without Scheduling Authority concurrence. The contractor shall verify the schedule requirements by 1200 daily. Scheduling Authority will designate event times as a designated curriculum event, scheduled practice event or open practice period. Based on government scheduling requirements, the contractor shall determine instructor requirements and schedule instructor(s) to a specific ground-training event as required by the definitions listed below:

a. Curriculum event. Times designated as syllabus events according to the appropriate CNATRA instruction for that device including extra time and re-fly periods due to incomplete or unsatisfactory events. There shall be one instructor for each scheduled event/device.
b. Scheduled practice event. Time scheduled for practice with an instructor for each single event/device.
c. Open Practice Period (OPP). OPP are times designated for student practice not requiring an instructor. However, the government Scheduling Authority may require the presence of an instructor. In addition, the government reserves the right to have one instructor available per type device during OPP’s.
d. Quality Assurance and Revalidation (QA&R). The contractor shall provide an instructor to assist with the QA&R in accordance with CNATRAINST 5220.1 series.
e. Safety related simulator events (Normally accomplished during safety stand-downs).
f. Classroom instruction for aircraft systems courses, flight support courses, and specific academic courses identified in each Appendix of Addendum B.

NOTE: Student simulator practice may be substituted during scheduled event times when the scheduled student is a “no show”.

7.1.1 Saturday Scheduling Procedures. In order to receive authorization for premium time usage for Saturday CIS, the government Scheduling Authorities will establish their schedule requirements relative to Saturday simulator training and deliver the requirements to the contractor not later than 1100 on Thursdays. The contractor will submit to the GTO/COR, by 1200 on the Thursday prior, an estimate of hours required to meet the Scheduling Authorities requirements for Saturday training. Hours requested shall not exceed the limitations on premium time contained in the Performance Work Statement, Section G.2, without contractor concurrence and in no case shall exceed the amount authorized by the COR. The final schedule shall be published NLT 1500 on Thursdays, following the daily scheduling procedures outlined above.

7.1.2 Schedule Changes. In order to facilitate the completion of the schedule, there will be NO requirement changes after 1100 the day prior (2

days prior for Saturdays) without Contractor and Scheduling Authority concurrence. Provided the assigned simulator instructor has the appropriate qualifications to conduct the event, squadrons may make administrative changes to the schedule, such as substitution of students within block, using TIMS, for specific simulator periods up to the brief time. However, since event or out-of-block changes may affect instructor assignments (IP qualified for BIs but not Instrument Nav) or equipment required (NVG event which requires time to reconfigure the simulator), such changes will not be authorized without Contractor concurrence. If an event requirement cannot be filled or changed, the Scheduling Authority shall cancel it in TIMS with the appropriate reason code.

7.1.3 Scheduling of Make-up or lost training shall be in accordance with Addendum B, paragraph 5.4.